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Established A.D. 1841.

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- A—THORNE'S BLEND, White Cap—
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GLENORCHY are high class Scotch Whiskies,
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Whisky (smoky) and could not now be
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A. S. WATSON & CO., LIMITED,
WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

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Correspondents must forward their names and
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that hour the supply is limited. Only supplied for
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BIRTHS.
At 13, Victoria Road, Singapore, on 22nd ult.,
the wife of John W. B. of a daughter.
At the 17, Seakong Road, Shanghai, on the
23rd ult., the wife of Edward J. E. of a son.
MARRIAGE.
At St. Andrew's Cathedral, Singapore, on July
28th, by the Ven. Archdeacon Forman, assisted
by Rev. G. Knight, officiating, Augusta T. D. Har-
rington, Acting Legal Adviser, Federal and Malay
States, to Buxton, daughter of Rev. James
Harrington, Rector of West Tytherley, Wiltshire.

DEATHS.
On the 28th inst., at Kanihio, Fort and Oregon,
Judge Henry, aged 62, formerly U.S. Consul at
Tientsin and afterwards at Shanghai.
At the San Juan de Dios Hospital, Manila, July
28th, Mrs. John MacNair, daughter of Richard
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The Daily Press.

HONGKONG, August 1st, 1900

Is another column we publish a letter, dated
from Weihaiwei, from Mrs. Scott, who
dresses up in the absence of her husband, the
Right Rev. Bishop Scott, who has returned to
Tientsin to render assistance in the work of
mercy to the wounded. Mrs. Scott makes a
most earnest and pathetic appeal for assistance
on behalf of those of our forces wounded in
relieving and defending Tientsin. Un-
fortunately war cannot be waged even with
the Chinese without a terrible butchers' bill,
and we shall have many fine fellows re-
turned on our hands physical wrecks. It is
for such that Mrs. Scott appeals so simply,
yet so eloquently, and we trust, so effective-
ly. As a first response thereto we have
opened a subscription list and doubt not
that our modest contribution will be
followed by a ready string of names when
once the movement has been started. Many
appeals have been made of late to the
purses of residents in the Far East, and

have been most cheerfully and generously
met, as witness the subscriptions for the
South African Fund and the Indian Famine
Relief Fund. These have not, we are sure,
exhausted the liberality of the people of
this Colony, and the appeal now made
must touch them if anything still more
nearly. The soldiers and sailors killed and
injured have lived among us, they have
shed their blood in defence of our country-
men and countrywomen in Tientsin, and
they deserve well of their country and their
countrymen. This is the seamy side of war,
and it is brought home to us by the
extensive preparations made at Wei-
haiwei to accommodate the wounded
who have been conveyed there. There
will be work to do yet for the ladies
of Hongkong, in preparing lin and
bandages and finding medical comforts for
the wounded. These will, we feel certain,
be readily forthcoming if needed. Mean-
time everything is being done at Weihaiwei
that can be accomplished with the means at
command to provide for the comfort of the
wounded. It is now our privilege and part
to subscribe liberally to a fund for the as-
sistance of the invalided and wounded men
of the army and navy who have suffered injury
or disablement during the hostilities so
lately commenced by the Chinese against the
Treaty Powers. We do not pretend to beg
for this fund; we are sure there is no need;
its existence only needs to be known for it to
arouse a warm and eager response in every
patriotic and sympathetic heart.

When we reported the death of the King
of Italy yesterday the full details had not
reached us. The telegram which arrived
yesterday afternoon not only confirms the
sad news, but shows that King Humbert
met his death at the hands of an assassin.
Like most European monarchs and many
members of their families, His Majesty has
been the mark of the murderer's weapon
before, but previous attempts fortunately
failed. As early as the 17th November,
1873, just after he had succeeded his father
Victor Emmanuel on the throne, a certain
Giovanni Passananti made an attempt
upon him with a poniard. Another attempt
is recorded in 1897. The progress of the
world does not lessen the number of these
terrible attacks on crowned heads and their
near relatives. The lamentable murder of the
Emperor of Austria and the yet more recent
shooting at the Prince of Wales are still
fresh in every one's memory. No effective
method of dealing with such crimes has been
discovered, and indeed no proposal has been
put forward suggesting any deterrent. It
usually turns out that the assassin is mad, as
in the case of Sacco; sometimes in addi-
tion he is inspired to his crime by an im-
agined wrong which he feels called on to
avenge; more often than not he calls
himself an "anarchist." There is always
anxiety to be won by these deeds, and
always, it seems, a few people desirous of
this awful notoriety. The King of Italy has
in all probability added another to the list
of victims to the outbreak of a curious mental
disease. His country has suffered a
heavy loss, and the sympathy of the world
is with his family.

We are requested to announce that a Requiem
Mass for the late King of Italy will be held at
the Roman Catholic Cathedral at 10 o'clock
this morning. H.E. the Governor and staff
will be present.

On Monday Sergeant Ritchie was in Es-
selle Road when he saw a Chinaman leave an
arms-shop carrying something heavy in a bag.
He was evidently making for a boat alongside
the quay, and suspecting that all was not right
the Sergeant stopped him and searched the
bag, which he found to contain 250 rounds of
ammunition. The man was taken to the Cen-
tral Police Station and yesterday fined \$250.

A Chinaman was yesterday charged with
stealing a pair of shoes from No. 1, Stanley
Street. The prosecutor said that he happened
to be awake early that morning when he saw
the prisoner creep stealthily into his room, grab
a pair of new shoes, belonging to him, and make
off. The prosecutor jumped up, yelling "Stop
thief," and followed the man into the street.
He continued to bark at the top of his voice
and Sergeant Findlay grabbed the runaway
and took him to the Central Police Station.
Yesterday the thief was sentenced to three
months' hard labour. There were two previous
convictions against him.

Bishop Scott has returned to Tientsin from
Weihaiwei.

The men from the British warships in the
harbour landed yesterday morning at Kowloon
and had a march-out.

The number of foreign refugees from China
in Nagasaki last week had already reached nearly
800, and many were still arriving.

For some considerable time yesterday morning
guns were fired at five minutes' interval by the
warships in the harbour out of respect to the
late King of Italy.

The new Commander-in-Chief of the French
troops in Indo-China, in succession to the late
General Bournigues-Desbordes, is, according to
Havas telegrams of the 21st ult., General Dods.

The Secretary of State for India proposes to
issue gold pieces of the value of three or four
rupees with the object of introducing gold coins
among natives, big coins being too expensive.

The Hon. Treasurer of the Alice Memorial
and Netherlands Hospitals begs to acknowledge
with thanks the following donation to the funds
of the Hospitals.—Messrs. Lane and Crawford,
\$50.

So great is the demand in Singapore for
horses that private individuals find it impossible
to secure animals. It is said the horses being
bought up are for the use of the cavalry in China.

Apart from plague there were three cases of
communicable disease in the Colony last week,
viz., two of enteric fever and one (fatal) of pul-
monary fever, all in the City of Victoria. Of the
33 plague cases all but four were in the City.

We beg to draw the attention of those in-
terested in shipping that from to-day, the 1st
instant, the pilotage rate at the port of Swallow
has been fixed at 35 per foot, English measure-
ment, for all-sized crafts. A notice to this effect
will be found in our advertising columns.

The Straits Times states that the Hon. J.
Bromhead-Matthews has offered a Challenge
Shield for competition shooting among the
Singapore, Penang, and Federated Malay States
Volunteer Corps, to be known as the "Penang
Challenge Shield." The terms of the com-
petition are being arranged.

Hongkong is still going ahead in industrial
enterprise. The prospectus has been issued of
the China Mating Manufacturing Co., with a
capital of 10 lacs of dollars. This company has
been formed to manufacture straw-matting by
power-looms. The management is under the
enterprising mercantile house of Messrs. Shaw, Kien,
Tomes and Co. Further particulars will be
found in our advertising columns.

The Straits Government intends to amend
the Chinese Immigrants' Ordinance of 1899.
This arose from the fact that doubts have been
sometimes felt and expressed as to what places
are included in the expression "China" in the
Chinese Immigrants' Ordinance. It is obvious
that, for the purposes of Chinese immigration,
the word should be considered rather as a geo-
graphical than as a political expression. This
Bill has been drafted in order to settle the
meaning of the word. It is so defined as to in-
clude Hongkong and other places such as
Formosa which, though essentially Chinese,
have ceased to form part of the Chinese Empire.

Young Fung, the head bar-boy at Thomas's
Bill Room, appeared at the Magistrate's yester-
day to prefer a charge of assault against E. G.
Purgeson, a seaman out of employ. The com-
plainant, whose face bore signs of rough usage,
said that the previous night the defendant
called for drinks and one of the bar-boys asked
him for 50 cents. The defendant threw some
water over the boy and refused to pay. The
complainant then asked him for the money,
whereupon the defendant lunged him in the
eye. Not content with this he followed the
complainant into the corridor and gave him a
blow in the mouth. An Indian constable was
called to arrest him. A fine of \$15, or a month's
imprisonment, was imposed.

A special telegram to *El Comercio*, dated New
York, July 20, says:—At a meeting of the
various foreign Ministers (2) to the United States,
held in Washington, it was agreed upon that
America should evacuate Cuba gradually and
that Cuba should be given her independence
within nine months from date of this resolution.
The decisions will be held next October. It is
believed that the annexation of Cuba by
America, after a short period of independence,
is certain, as the commercial interests of both
countries will make this almost a necessity.
As fast as the American troops are being with-
drawn from Cuba, they are being despatched
to the seat of war in China. There is obviously
an error in the first sentence, but the Spanish
version is not yet to hand, so that it is impos-
sible to arrive at the true sense.

As the result of enquiries made by the police
further details are to hand as to the death of
the young Chinaman who resided at No. 33,
D'Aguilar Street, who died on Sunday from
opium poisoning. It appears that the woman
was recently married to a European Government
official, who subsequently deserted her. Having
no means of subsistence she got into debt, and
this seemed to prey upon her mind. Accordingly
on Sunday she sent for 30 cents worth of opium,
which she swallowed, and then calmly waited for
the end, sitting in front of a bundle of joss sticks
which she had set light to. Replying to the
servant girl, who asked for an explanation, she
said, "It is for myself, as I shall not live
much longer. I have taken something to put an
end to my life." She shortly afterwards died.
The post-mortem showed that opium poisoning
was the cause of death.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE WAR IN SOUTH
AFRICA.

London, 30th July, 7.35 p.m.

SURRENDER OF COMMANDANT
PRINSLOO.

It is officially announced that Commu-
dant Prinsloo and 5,000 Boers surrendered
to General Hunter at Fouriesburg.

THE KING OF ITALY'S DEATH.

London, 30th July, 7.35 p.m.

KING HUMBERT ASSASSINATED.

The King of Italy was shot at Monza on
Sunday evening. The assassin has been
arrested.

REUTER'S SERVICE.

London, 29th July.

THE GERMAN EMPEROR'S
ADDRESS TO THE TROOPS.

A sensation has been caused in Germany by
the Emperor's farewell address to the troops, in
which he counselled no quarter and no pris-
oners. It appears that Count von Buelow
tried to suppress the passage, but was foisted
by the newspapers. Some of the papers protest
against such unchristian conduct, while others
explain that it was not meant literally.

FRANCE.

General Négrier has been re-instated in the
Supreme Council of War.

THE WAR IN SOUTH AFRICA.

At nightfall on the 29th inst. torrents of rain
prevented General French from pursuing the
Boers, who were seen from the hills retreating
in disorder. The troops passed a terrible night
and there is a great mortality among the
draught animals.

A WORKING UNIFORM FOR THE
ARMY.

The Government has decided to adopt one
working dress for all branches of the Army, thus
permitting an accumulation of clothing for the
reserves.

THE CHINA CRISIS.

Italy has prohibited the export of arms to
China.

The American Government has ceased to
believe in the authenticity of the Cenger de-
spatch of the 18th inst.

A China Blue Book, covering events since
the murder of Rev. Mr. Brooks, shows that
England took the chief lead in proposing effec-
tive action, had urged Japan to send troops, and
finally accepted the financial responsibility
thereof, because International negotiations of
which there had already been a considerable
amount, would have involved delay. The book
also contains the text of the appeal of the Em-
peror to the Queen on the 3rd inst. and of
similar appeals to the other Powers. Lord
Salisbury, in urging the Japanese to send rein-
forcements, said that the object was to save the
Legations and that ulterior questions could be
left to future consideration.

AMERICA AND THE CHINA
CRISIS.

The Chinese Ambassador Wong Ting-fang,
in landing Mr. Hay the chief of the Legation,
saying that the Ministers were safe and being
supplied with food, insisted that Mr. Hay was
bound to accept official declaration of the Gov-
ernment, which thereby incurred a serious
responsibility to the world. The State Depart-
ment urges on the other hand that the failure
to allow the Ministers to communicate with
their Governments leads to the suspicion that
something has happened at Peking which China
desires to conceal until terms have been made
with the Powers.

THE WAR IN SOUTH AFRICA.

General French has occupied Middleburg and
General Clery has reached Sagarush Spit-
ten miles east of Heidelberg.

DEPARTURE OF PRINCE KOTOHITO.

Prince Kotohito has sailed from Marseilles
for Japan owing to the situation in China.

LATEST STEAMER MOVEMENT.

The steamer *Bermude* left Singapore for this
port on the 31st ult. and is expected here on
the 6th inst.

SAILORS AND SOLDIERS'
CHINA RELIEF FUND.

Weihaiwei, 20th July, 1900.

TO THE EDITOR OF THE "HONGKONG DAILY PRESS."

SIR,—Having spent ten days in a cellar under
the Gordon Hall at Tientsin, and endured all
the inconveniences attendant on a severe bom-
bardment, my thoughts naturally turn to the
widows and dependent relations of the seamen
and marines of the British Navy who lost their
lives in defending us and in extricating us from
our deplorable condition. These widows and
dependent relatives will want pecuniary aid, as
also will the many young seamen and marines
who, from the terrible nature of their wounds,
may be incapacitated from earning a livelihood,
and have nothing to live on except a small Ad-
miralty pittance. A walk through this hospital
here painfully impresses upon one the number
of those who will be in this condition. Under
these circumstances I venture to suggest that
a subscription be started for the widows or de-
pendent relatives of the British Seamen and
Marines who have lost, or may lose their lives,
in this China War; and that part of the sub-
scription raised by given to such seamen and
marines who may be either from disease or
wounds incapacitated. If this fund be started
I have promises of subscriptions here.—Yours
etc.

FRANCES E. SCOTT.

[Our correspondent asks for subscriptions only
for sailors and marines, but as there are now
many British soldiers taking part in the opera-
tions, including the detachment of the 2nd Bat-
talion Welsh Fusiliers, we have taken the liberty
of including the soldiers. Subscriptions will be
duly acknowledged in our columns, and sub-
scriptions should be addressed "Manager, Hong-
kong Daily Press, Sailors and Soldiers' China
Relief Fund."]

SUBSCRIPTIONS.

Hongkong Daily Press \$100

THE CRISIS IN CHINA.

MORE TRANSPORTS ARRIVE.

Two more transports arrived from India
yesterday, viz., the *Novoshera* from Bombay and
the *Udina* from Calcutta.

The *Novoshera* brings—1st Gurkhas;
six British officers, eight native officers,
357 n.c. Officers and men, 45 followers,
and six horses. Bombay Sappers and Miners;
four British officers, four native officers, 191
n.c. officers and men, six horses and 18
mules. 66th Field Hospital, one British officer,
five n.c. officers and men, 59 followers, and one
mule. The British officers are Major Carnegie,
Capt. Cooper, Grant, Lindsay, Hutchison,
and Brindley (4th Gurkhas), Lieut. Boleag,
Fridman, Craster and Chaldecott (Bombay Sap-
pers and Miners), Lieut. Groube (No. 1 Section
Native Field Hospital).

The *Udina* brings—Transport Department;
two British officers, seven n.c. officers and men,
38 followers, and one horse. Transport Mule
Corps; four n.c. officers and men, 220 followers,
three horses, and 498 mules. 39th Field Hospi-
tal; one British officer, five n.c. officers and
men, 65 followers, one horse, and three mules.
Special Service officers: One British officer,
three followers, and three mules. Bakery
Department; n.c. officers and men; fol-
lowers, 6. Postal Department; n.c. officers
and men 1; followers 2; horses 2. The
British officers are Major McIntyre (command-
ing), Captain Willoughby (Special Service
Officer), Lieut. Dene (Divisional Compt. Officer),
Lieut. McCoy, I.M.S.

MOVEMENTS OF BRITISH SHIPS.

The *Jelunga* arrived at Singapore on Monday
with naval reinforcements for China, and the
Arcturion, which is coming out to China from
the Pacific Station, reached Yokohama. The
Albatross has left the Taku, and the *Johanna*
has left to bring up refugees from the neigh-
bourhood of Hohow. The transports *Pentakota*,
Vivara, *Duke of Portland*, and *Udina* all left
yesterday for Weihaiwei. The *Nairang* de-
parted for Bombay.

THE WOUNDED AT WEIHAIWEI.

A naval correspondent writing from Weihai-
wei on the 21st July, states that most of the
Naval Government buildings at Weihaiwei are
now being converted into hospitals. The number
of patients is 120 men and 5 officers. Lieut.
Columb, of the *Endymion*, is doing well, and
when the buildings are completed there will be
accommodation for 250 patients.

The Hotel on the mainland, recently built
by the Weihaiwei Land Investment and Build-
ing Co. is to be used as a military hospital.
Temporary accommodation has been prepared
for refugees. Among the wounded a peculiar
case is that of Sergeant Roper, R.M.L.I., of the
Terribles. He was shot through the brain, in
one side and out of the other, and he is doing
very well. He now smokes his pipe. A Rou-
geon Ray apparatus arrived, but with no instru-
ments how to put it in working order. Captain
Scott came to the rescue and the machine is
now working well.

Admiral Bruce arrived in the *Albatross* on the
19th July, and inspected the hospital and order-
ed the pipe to be taken in hand. He returned
to Taku on the 22nd.

Major Bruce, of the 1st Chinese Regiment,
has arrived at Weihaiwei, severely wounded.

On the 14th July Fleet Surgeon T. M. Sib-
bald, of H.M.S. *Centurion*, was buried at Wei-
haiwei.

TIENTSIN AFFAIRS.

The following letter of the N.C. *Daily News*
special correspondent at Tientsin takes up the
story of the siege at the point where our own
account yesterday ceased. This correspondent
writes on the 15th ult.—

THE END OF THE SIEGE.

The Russians in the approach from the N.E.
were greatly delayed on Friday and Saturday,
by the appearance of a large body of men, two

or three miles away to their west and north,
apparently fixing up field-batteries. A large
body was immediately detached to attend to
this, and hence the delay in reaching the Shui-
tzei, or fort near the Victory's yamen. We
fully expected this would fall to the Russians,
but now has come the astonishing Japanese
crossed the Grand Canal from their part
of the walled city, and rushed in, capturing all
the guns. We shall now, therefore, be free
from shell, and may consider the siege at an
end, unless the unexpected happens.

The Chinese are in full retreat towards Pe-
king, and as a beaten Chinese army is deliqu-
escent, we may imagine it will be much less when
it reaches the capital. The Victory Yu Lin fled
the yamen on the twelfth, and General Nish is
said to have committed suicide; a bit of news
more inherently probable than it is authenti-
cated. Ma is said still to be with his men, the
latter fairly intact.

There can at last be no doubt that the events
of this week have, at least, profoundly affected
the Chinese; the attitude of the folk in the city
is one of extreme obsequiousness, and Boxers
will fare badly. It is equally certain, from
universal testimony, that this day four weeks
they reckoned us doomed to a man. Their
opinions were based more on the vapourings and
confidence of the Boxers than on any rational
consideration of the evidence.

INTERNATIONAL COURTESIES.

International courtesies are the order of the day
when one force takes away the property of
another. We began this at Taku with the
destroyers. I saw yesterday two field-
pieces on the Bund, addressed to the captains
of the *Orlando* and *Aurora*. Colonel Luscomb,
of the U.S. Ninth, had an impressive funeral
last night, and so had Captain Lloyd, of the
Marines, and Captain Ollivant, of the First
Chinese. The latter, after two journeys to
carry off American wounded, under a terrific
fire, met his death in a heroic attempt to save
ammunition to our forces. The two Chi-
nese (1st Chinese) and the male were all at the
same time, shot dead. Had this incident occur-
red under the eyes of a general officer, it would
have been a Victoria Cross affair. The Shantung
men, in it, were taken, shown the greatest
courage, both active and passive, and have am-
ply proved that with good leaders there is the
stuff for a fine soldier in the Chinese.

TWO KINDS OF HEAT.

The heat is appalling, ranging from 92 to
100 deg. and often topping the century. Strange
to say, there are, so far, few cases of heat ap-
oplexy. The gallant U. S. Ninth have a fearful
casualty list, between 15 or 16 per cent. and
assert that they now know what hot fire and hot
climate mean—this, too, after a long spell in
the Philippines. The brave lads got into a
terrible position under some misapprehension,
though there is some doubt as to who blundered.
They were advancing in close column when the
hell of bullets smote them.

THE FIRST CHINESE REGIMENT.

The Weihaiwei correspondent of the same
paper gives some details about the death of
Capt. L. A. E. Ollivant and the general be-
haviour of the Weihaiwei Regiment. Captain
L. A. E. Ollivant, of the 1st Chinese Regiment,
among the killed in the attack in Tientsin on
the 13th and 14th ult. The rapid promo-
tions resulting from the heavy casualties in
South Africa brought this young officer his
promotion quite recently, after less than four
years' service. His step, however, was not
effective in the Chinese Regiment, where he
would have remained a junior subaltern. On
this account he had given notice of his inten-
tion to return to his regiment in India (the 1st
Royal Fusiliers), but on the outbreak of trou-
ble in the north he withdrew his papers with
the consent of Col. Bower, and went to the
front.

HOW CAPT. OLLIVANT DIED.

It appears Captain Ollivant was sent with a
company of the Chinese Regiment with stru-
turers and ammunition to the help of some
Americans who were being pressed; one of the
ammunition mules ran away and whilst in pur-
suit of it he was shot through the throat and
died instantly. Colonel-Sergeant Purden,
of the Chinese Regiment, has sustained a bullet
wound in the calf of the leg, four men were
killed and sixteen wounded of whom one at least
has died since. Six of the wounded have been
brought on board with some Fusiliers and some of
the Hongkong Regiment. Capt. Montgomery
(adjutant) of the Chinese Regiment has been
invalided.

POWER'S BOYS.

Reports of the behaviour of the Chinese
Regiment continue good. They stand firm "as
well as white troops," to quote the words of one
who has been under fire with them, and who
avows that he would now be prepared to go with
them on any military service. According to a
letter from a native man-of-war's-man, offer-
ing before us, Companies 4 (Capt. M. Watson)
and 5 (Capt. J. H. Hill) claim to have entered
the South gate of Tientsin immediately after
the Japanese. According to the same authorities,
General Nish was killed in the fight, and
General Sangu had retreated with his troops to
Yagtsun.

AFTER THE SIEGE.

The Shanghai *Mercury's* correspondent gives
the following account of the state of Tientsin,
after the enemy's retirement, in a despatch dated
the 15th ult.—

The previous estimates of the number of the
enemy in the vicinity appear to have been ex-
aggerated. The Russians are in occupation of
the Heikou Armoury, portions of which are still
undestroyed. Ten guns and quantities of am-
munition and rifles have been found intact.

Two thousand of the enemy, with a few
hundred cavalry and some artillery, are now
apparently acting as a guard of the in-
terior of the besieged city, which is believed
to have moved off to the northward.

General Nish is said to have been wounded in
the leg and the arm during the engagement of
the 9th. He was discovered by the villagers,
but subsequently committed suicide.

SOLDIERLY BURIALS.

Large numbers of the soldiers stationed in
Tientsin City took advantage of the retreat
from the city to desert. Many of these got
rid of their uniforms, adopting civilian clothes,
participated with the others in the general looting
of the place, afterwards joining the ranks
of the coolies allowed to work in the settle-
ments.

Yesterday an Imperial spy was discovered in
a ricksha in full uniform, which was covered
over with ordinary clothes.

THE CONDITION OF THE CITY.

The British, Russian and Japanese Com-
missioners who are dealing with Tientsin City
propose to hold out every encouragement to the
peaceful citizens to return. At least two hun-
dred thousand poor remain in the suburbs of the
city. It is particularly the merchants and
business classes which have entirely disappeared.
The city will be regularly policed, probably by
the Japanese, and other measures are being
adopted for the improvement of the general
conditions. The fire has destroyed a large por

FEAR OF FAMINE.

There is a prospective difficulty before the allies to provide against famine, which is certain. The people are virtually in the hands of the allied forces, as the crops in Chihli are a total failure. The people are in a desperate condition, and the gravity of the position is added to by the number of poor attracted here from other places in the province, who are also being succoured. The gravity is increased by the non-arrival of the annual rice supplies from the south. Suitable foodstuffs will be unobtainable unless immediate provision is made for importing them.

THE RAILWAY.

On the Taku Railway the Russians are employing the staff previously engaged in the work there.

DAMAGE IN THE SETTLEMENT.

In the settlement all is now quiet, but the removal of the barricades and shelters displays the extent of the damage done by the shell fire, which is worse than was thought. The heat is intense.

The Russians are now in possession of six 15 centimetre mortars, which have just arrived.

THE JAPANESE COMMANDER.

The Japanese troops are impatient for the forward movement. General Fukushima's pertinacity and aggressiveness were largely responsible for the quick downfall of the City. His great ability is generally acknowledged and commended, while his intimate knowledge of Chinese tactics is invaluable, as has been demonstrated during every engagement since he arrived here.

British and other reinforcements are arriving daily. On the 20th we expect the arrival of Lieut-General Yamaguchi.

NEWS VIA JAPAN.

THE TIENTSIN-TONGKUI LINE.

A Taku telegram to Japan, dated 16th ult., says:—At a conference of the Commanders of the allied forces held here to-day, it was decided that the control of the railway and telegraphic communications between Tientsin and Tongkui is to be transferred from the hands of the joint commissioners to the Russians.

THE ATTACK ON BLAGOVESHCHENSK.

News received from Blagoveshchensk, on the Amur, is to the effect that a steamer carrying Russian soldiers was fired on by Chinese troops from the Chinese side of the river. A Colonel and several soldiers were killed on the Russian side. The Russians retaliated by bombarding the Chinese city, which is a large and populous one, raising it to the ground.

DEPARTURE OF RUSSIAN TROOPS DELAYED. The departure of the eight battalions of Cossacks ordered to China is postponed for the present, owing to the disturbances on the eastern coast of Siberia.

FOREIGN TROOPS TO PROTECT COREA.

According to a Seoul telegram, the Foreign Ministers there entertain different opinions with regard to the proposed landing of American troops, to prevent the Boxers from entering the peninsula kingdom. The Japanese Minister is stated to have declared that he will postpone his definite opinion until he has negotiations with the Russian Representative on the question.

A PREMATURE REPORT.

The Japanese transports *Tosa-maru* and *Jinsen-maru*, which arrived at Moje from Taku, brought the news that the allied forces are now on their way to Peking, for which place they left Tientsin after the occupation of the latter town.

SUPREME COURT.

July 31st.

SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH (ACTING PRINCIPAL JUDGE), AND JURY.

WONG POK SHAN V. KWONG SAU MAN AND ANOTHER.

In this case the plaintiff sought to recover from the defendants the sum of \$1,000 damages for malicious prosecution and false imprisonment. Mr. Slade (instructed by Messrs. Wilkinson and Grist) appeared for the plaintiff, and Mr. Looker for the defendants.

The jurors were Messrs A. A. H. Botello, J. J. L. Monteiro, and W. Nagel.

Mr. Slade said that in January or February, 1899, the plaintiff went into the employ of the defendants, who were silk merchants and general dealers at 29, Jordan Street. The plaintiff was a working tailor but his duty was also to serve customers. Shortly after the plaintiff entered the defendant's employ a man of the name of Wong Hing Chun, who was a clan brother of his and carried on business at Honolulu, came into the shop and wanted to buy some goods on credit. The plaintiff consulted the secretary, who said he could supply the goods, the cost of which was about \$80. In due course the clothing, or part of it, was made, and on the 5th of May Wong Hing Chun came into the shop again, introducing a man named Leung Sam Wing, whom he said was his partner, and saying that Leung Sam Wing wanted some clothing on credit. The plaintiff again consulted the secretary, who, on being informed that the previous account had been paid, said that the goods could be supplied, paid, and that the goods were supplied.

Accordingly goods valued at \$180 were supplied. 830 bargain money having been deposited. Towards the end of the Chinese year the defendants began to collect their accounts, and as they could not find the plaintiff's clanman or partner they applied to the plaintiff for the money owing. The plaintiff said he would write to Honolulu. When the end of the Chinese year came the money had not been paid, and the defendants dismissed the plaintiff because he would not pay the account, and subsequently had him arrested on a charge of obtaining goods by false pretences. They also detained some property belonging to him. Mr. Slade read the evidence of the first defendant at the Magistrate's, and called attention to the fact that the depositions stated that the man was discharged and that an application by Mr. Looker on behalf of the prosecution for a rehearing was refused.

The plaintiff then gave evidence, bearing out the statement of his counsel.

The case was not concluded when the Court rose.

LIFE AND VIGOUR FOR THE HAIR.—The only article which really possesses nutritious virtues for stimulating, and restoring the hair, is ROWLAND'S MACASSAR OIL. It removes scurf, dandruff, dryness, prevents the hair being injured by illness, and should always be used for children's hair; no other article imparts such a beautiful and dressy appearance to the hair as ROWLAND'S MACASSAR OIL, and if you have never used it you are strongly advised to procure a bottle without delay, and continue using it; also in a golden colour for fair hair. Sold by Stores and Chemists.

HONGKONG AND SHANGHAI BANKING CORPORATION.

The following is the seventeenth report of the court of directors to the ordinary half-yearly general meeting of shareholders to be held at the City Hall, Hongkong, on Saturday, the 18th August, at noon.

Gentlemen.—The Directors have now to submit to you a general statement of the affairs of the Bank and Balance Sheet for the half-year ending 30th June, 1900.

The net profits for that period, including \$900,843.55, balance brought forward from last account, after paying all charges, deducting interest paid and due, and making provision for bad and doubtful accounts, amounts to \$3,433,826.01.

In accordance with the intimation given at the last ordinary half-yearly general meeting, the Reserve Fund of \$11,500,000 has been divided into a Sterling Reserve Fund of \$10,000,000 and a Silver Reserve Fund of \$1,500,000. The Directors now recommend the transfer of \$500,000 from the Profit and Loss Account to credit of the Silver Reserve Fund, which will then stand at \$2,000,000.

After making this transfer and deducting Remuneration to Directors, there remains for appropriation \$2,923,826.01, out of which the Directors recommend the payment of a Dividend of One Pound and Ten Shillings Sterling per Share, which at 4/6 will absorb \$333,333.33.

The difference in Exchange between 4/6, the rate at which the Dividend is declared, and 1/11½, the rate of the day, amounts to \$372,940.33. The Balance \$1,717,543.29 to be carried to New Profit and Loss Account.

DIRECTORS. Mr. A. McConachie having resigned his seat on leaving the Colony, Mr. H. W. Slade has been invited to fill the vacancy; the appointment requires confirmation at this meeting.

AUDITORS. The accounts have been audited by Mr. F. Henderson and Mr. C. S. Sharp.

N. A. SIEMS, Chairman.

Hongkong, 31st July, 1900.

ABSTRACT OF ASSETS AND LIABILITIES, 30TH JUNE, 1900.

ASSETS.	LIABILITIES.
Paid-up capital	10,000,000.00
Reserve fund	11,500,000.00
Profit and Loss	3,433,826.01
Other assets	250,000.00
Total	25,183,826.01

Notes in circulation: 11,500,000.00

Assets: 25,183,826.01

Liabilities: 11,500,000.00

Current accounts: 11,353,410.00

Fixed deposits: 12,744,713.33

Other deposits: 1,085,702.68

Other assets: 25,183,826.01

Other liabilities: 11,353,410.00

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SWATOW.

[FROM OUR CORRESPONDENT.]

Swatow, 27th July.

THE DEFENCE OF THE PORT.

Since I wrote last matters have been quietly taking their course. As I informed you, a general meeting of the European residents was held and a committee elected to formulate a scheme of defence. As far as one can find out this mountain has given birth to the proverbial mouse. Three weeks have passed and no plans have yet been announced, no second general meeting has been called, and all are in ignorance as to what is being done. This does not add to one's sense of security, and in the event of trouble there would be a grave charge to be made owing to the apathy of H. B. M.'s representative and the credulity of the Senior Consul. In perfect fairness let it be added that in three weeks, through the exertions of the Committee, a circular has been sent round asking what arms and ammunition we possess.

Last week we had a visit from the United States cruiser *Princeton* and were congratulated ourselves that the powers that be had induced the States to assist in doing what we could do ourselves, viz, have a permanent floating armament stationed at Swatow. After three days, however, she sailed for Amoy.

THE SITUATION.

To all appearance the natives of Swatow proper are perfectly quiet and orderly, but how much warning did the white inhabitants of India have before the mutiny? Is not the Chinaman as inscrutable? We are indeed glad of one thing in Swatow—the personality of our missionaries. If these gentlemen will continue in their policy of not interfering and of sojourning at our local health resort for the sea bathing, then one source of possible trouble will be removed.

We do not anticipate any trouble in the Swatow district, at the same time every precaution should be taken. To an observer the manner of the populace, although peaceful, has distinctly changed in the last three months, and there is an aggressiveness that before was not apparent. A fracaslike that on the 22nd of last Sunday, ending in bloodshed, with the chief officer badly mauled and only stopped by the tact and pluck of Capt. Dowson, would not have happened a few months ago. The crowd of coolies in Chinatown who used to open a lane for one's advance now has to be walked round. The demolition of a partly-built mission station eighteen miles from here, the carrying away of building material and the warning off of the alleged soldiers by the mob—all these straws show which way the wind blows. Are we ever to learn a lesson?

IN CASE OF EMERGENCY.

If trouble were to occur, individual efforts would be futile. The whites of Swatow are scattered over a mile of frontage. I hear by rumour we are all to make for a certain place. Puzzle—How to get there? Besides no additions have been made to the provisions of that place. Under certain circumstances a little food comes in useful. What must be insisted on is the stationing of a gunboat in the Swatow river. That and nothing else would be of the slightest use.

HONGKONG SCHOOLS IN 1899.

The Report of the Inspector of Schools for 1899 is published in the *Gazette*. We make the following extracts:—

A reduction in the number of Government Schools was commenced in the year 1892. In that year there were 6 English and 23 Chinese Schools compared with 5 English and 7 Chinese in 1899. The number cannot be reduced any further at present unless the school at Pokfulam, which last year had an average attendance of only 11 scholars, should be closed. I am both to recommend the closing of an old school, but unless there should appear to be a prospect of an increase to the Chinese population in the neighbourhood, this school ought not to be kept up. Of the 22 schools closed during the last seven years 11 have been replaced by Grant-in-Aid Schools. At one time or another seven other Grant-in-Aid Schools were started with the intention of replacing Government Schools, but five of them are no longer in existence, and two are closed for the time being. Nine of the schools therefore remain unrepaid, and it is much to be regretted that five of them were ever closed. Education by means of Grant-in-Aid Schools is cheaper than education by Government Schools, but it is subject to frequent interruptions owing to difficulties with teachers and landlords, and I believe if the Government Schools referred to had remained open, the attendance at them would by now have more than justified their existence. The remaining schools, four in number, were in small isolated hamlets, and should never have been opened.

The decrease in the Grant-in-Aid Schools dates from 1895, when there were 83 Chinese Schools open as against 73 in 1899. I am afraid that in the near future the number will be still further reduced by the closing of schools in Victoria unless circumstances change very much. The general increase in rents is pressing severely on some of the schools and certain movements of population are also adversely affecting the schools in the Western Districts.

The total number of children on the rolls for the year under review is the largest on record. The number of scholars learning English continues to increase and the number of girls on the rolls is only four less than in the year 1893, in which the highest number occurs.

The ratio which the expenditure on education bears to the general revenue of the Colony has now sunk to a very low figure. This is, of course, due in some part to the increase in the fees last year amounting to over \$27,000 and it is only natural to wish that some portion at any rate of this large sum could be diverted to Education and not be lost altogether in the general revenue of the Colony. The net expenditure on Education is now only 1.66 per cent. of the revenue.

I am much afraid that unless schools in Victoria are given an increased grant to compensate for the higher rents which landlords now demand, the loss of 15 Chinese Schools and 700 scholars will never be made up. There is a noticeable loss in Kowloon of 6 schools and 280 scholars.

School Fees.—All the Chinese Grant-in-Aid Schools are free, but with one exception, the English Schools charge fees varying from \$30 a year to \$55. In the English Division of the Balliol Public School a fee of \$5 a year is charged, but education in this other Government School which are under the Inspectorate is free. It is almost time, in my opinion, to raise the fee at the Balliol Public School to \$12 a year; and it is worth considering whether a small fee—say, \$3 a year—should not be charged in the Chinese Division, which is now very well attended.

School Attendance.—The Average Daily Attendance in 1899 was 4,418. That in the Grant-in-Aid Schools alone was 3,683. The corresponding figures for 1898 are 4,231 and 3,581. The ratio of the average daily attendance to the average monthly enrolment in 1898 was 81 per cent. and in 1899 83 per cent. In the Grant-in-Aid Schools the highest average attendance—4,170—was in April, in July the average attendance had dropped to 3,165, or 24 per cent. This decrease was, no doubt, largely due to the plague. In the Chinese Division of the Balliol Public School where the attendance is naturally very quickly affected by epidemics the average attendance dropped from 181 in May to 64 in June, and in July stood at 70.

Government District Schools.—The number of the Government District Schools was reduced by three at the end of 1898 in the manner stated in my report for that year. The villages of Stanley, though they were encouraged by me to do so, failed to start a Grant-in-Aid School for the study of Chinese, but the Female Education Society which has maintained a Chinese Girls School at Stanley for the last sixteen years, took up the work and turned their school into a Mixed school, engaging a qualified man to teach the boys. The school has been well attended and two-thirds of the scholars are boys. The average attendance which in 1898 was 21 rose to 41 in 1899, and as the average attendance at the Government School in 1898 was only 24, it is clear that no injury to education has been caused by the withdrawal of the Government.

The average attendance at the four schools which teach English shows an increase of 14 per cent. It has reached the limit of accommodation, and in the case of the two schools at Saiyungpoon and Wanchai, has passed a little beyond the point beyond which the teaching can remain as effective as is desirable.

Ten boys competed for the Free Scholarships at King's College in March, and four scholarships were awarded. Two of the successful boys had been educated at the Saiyungpoon school, one at Wanchai and one at Wanchai-chung. There were no competitors from the Yauwai school.

No change has been made in the curriculum of the English School beyond the introduction of translation in the Fourth Standard and the substitution of the elements of grammar for geography in the second.

Grant-in-Aid Schools.—The number of grant-in-aid schools on the roll is 96 compared with 100 on the roll in 1898. One new school, a mixed Chinese school under the management of the Roman Catholic Mission, has been opened at Aberdeen, where there was previously no school for girls, and the following five schools have been closed:—The Basel Mission School at Mats-chung, the Berlin Ladies Mission School at St. Theresa School, the Roman Catholic Cathedral School, Division II, and the Wesleyan Mission School, Kennedy School.

Out of the 96 schools on the roll only 87 were examined. Two schools were temporarily dispersed owing to the house in which they were located being rendered unsafe by the demolition of an adjacent house, and were excluded examination, the grants being assessed on the results of the three preceding years. One school had to leave the premises occupied by it on a month's notice; a few of the scholars attended a school in the vicinity under the same management for the remainder of the year and were examined there. Four schools are closed pending the engagement of teachers. The teachers of two schools died during the year.

Two years ago I pointed out that 99 per cent. of the boys and 93 per cent. of the girls in Chinese Grant-in-Aid Schools were in the three lowest standards. I have tabulated the returns made by each school at the time of examination, and it appears from them that with the exception of Girls Schools in Class III more than half the scholars spend not more than a year in any particular school. A small percentage may have attended other Grant-in-Aid Schools in previous years, but the number cannot be large. In considering the educational problems of Hongkong these two facts are worth bearing in mind.

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NEW ADVERTISEMENTS

THE TSINGTAU ELECTRICAL GRANITE QUARRIES, LIMITED.
TSINGTAU, SHANTUNG.

THE above Company begs to draw the attention of Architects, Builders, Contractors, Municipal Councils, to their First Class GRANITE STONES, suitable for all rough and fine buildings, paving, monumental work, &c., and invite them to apply for small samples and estimates for Stones of all sizes, shapes and dressings.

Agents wanted at all ports.
Hongkong, 1st August, 1900. [2121]

SANITARY BOARD.

OWNERS of HOUSES situated in the Eastern Division of the City of Victoria and in the Eastern Division of Kowloon who have not had their premises LIMED, WASHED and CLEANSED in accordance with Law, are reminded that the period during which the work should be finished ends on the 31st day of AUGUST, 1900, and the Sanitary Board being convinced of the necessity of its efforts to stamp out plague, is determined to rigorously prosecute any owner in default after the above named date.

The Eastern Division of the City lies to the East of Garden Road. The Eastern Division of Kowloon is all that Part of the Kowloon Peninsula to the East of Robinson Road, and includes Hung Hom and Part of Tsim Sha Tsui.

By Order,
G. A. WOODCOCK,
Acting Secretary.
Hongkong, 1st August, 1900. [2122]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation, by a Frenchman. Terms very moderate. Please address—

B. R.,
Care of Office of this Paper.
Hongkong, 1st August, 1900. [2120]

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, the Undermentioned Banks will be CLOSED for the Transaction of Public Business on MONDAY, the 6th inst.

For the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

T. E. SANSOM,
Acting Manager, Hongkong.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

H. M. BEVIS,
Acting Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED.

GEO. W. F. PLAYFAIR,
Chief Manager.

For the MERCHANTS BANK OF INDIA, LIMITED.

JOHN THURBURN,
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE, Hongkong Agency.

L. BEINDOAGUE,
Acting Manager.

For the BANK OF CHINA & JAPAN, LIMITED, Hongkong.

J. C. BERGENDAHL,
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED.

T. AIZAWA,
for Manager.

For the IMPERIAL BANK OF CHINA.

E. W. RUTTER,
Acting Manager.

For the DEUTSCH-ASIATISCHE BANK, H. SCHOTTLAENDER,
Acting Manager.

Hongkong, 1st August, 1900. [2117]

FROM HAMBURG, PENANG, AND SINGAPORE.

THE N.G.L. Steamship

"NURNBERG"

Captain Stehr, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 5th August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th August at 3 p.m.

No Fire Insurance has been effected.

SIEMSEN & CO.,
Agents.

Hongkong, 31st July, 1900. [2116]

ZETLAND LODGE No. 525, E.C.

A REGULAR MEETING OF THE ZETLAND LODGE will be held at the FREEMASONS' HALL TO-NIGHT (WEDNESDAY), the 1st August, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 27th July, 1900. [2085]

GOVERNMENT OF BRITISH NORTH BORNEO.

GOVERNMENT OF LABUAN.

REVENUE FARMS FOR 1901.

TENDERS will be received by the Government Secretary, Sandakan, on or before the 15th November, 1900, for the following REVENUE FARMS for 1901, or for periods of 2 or 3 years.

OPIMUM FARMS.
SPIRIT LICENSE FARMS.
PAWNBROKING FARMS.
CUSTOMS FARMS (North Borneo only).
GAMBLING RESTRICTION FARMS (North Borneo only).

For particulars, apply to—
MESSRS. GIBB, LIVINGSTON & CO.,
Hongkong, 11th July, 1900. [1953]

AMERICAN PORTABLE WOODEN HOUSES

THE Undersigned have been appointed AGENTS, and are prepared to accept orders for a variety of designs.

Particulars on application to—
WOODS & CO.,
4, Queen's Road Central
Hongkong, 17th April, 1900.

INTIMATIONS.

THE SHADE LIST WILL CLOSE AT NOON ON THE 15TH AUGUST, 1900.

PROSPECTUS

OF THE
CHINA MATTING MANUFACTURING COMPANY, LIMITED.

CAPITAL \$1,000,000
(Hongkong Currency).
Divided into 50,000 Shares of \$20 each, of which \$5 is payable on application and \$5 on allotment.

HEAD OFFICE HONGKONG.

CONSULTING COMMITTEE:
ROBERT SHEWAN, Esq. (Chairman).
D. GILLIES, Esq., Hongkong and Whampoa Dock Co., Ltd.
J. H. LEWIS, Esq., Messrs. Douglas, Lapraik & Co.

CHAU TUNG SHANG, Esq.
GENERAL MANAGERS:
SHEWAN, TOMES & CO.
BANKERS:
HONGKONG AND SHANGHAI BANKING CORPORATION.

THIS Company has been formed for the purpose of making by power-loom straw matting of the same description as that now produced by hand-loom in the neighbourhood of Canton (China).

The export of Matting from China to the United States has of late years become a most important trade, having risen in the last 10 years as follows:—
From 170,472 rolls shipped in 1889/1890 to 370,107 rolls shipped in 1898/1899 but, as usual, the quality of the goods has fallen away with the increased demand, while prompt delivery, to contract time, has become increasingly difficult.

Many attempts have been made to devise a loom which could be worked by steam to take the place of the crude hand-loom, used by the Chinese and Japanese, but success has only been obtained by a loom which became the property of the Kobe Manufacturing Co., and which has since been brought to a high state of perfection by further inventions and improvements.

The promoters of this Company, having experimented with a small trial plant of 50 of these power-loom and introduced various further improvements suggested by their knowledge of the Matting trade and requirements of the market in the United States, are now satisfied that Matting made by such machinery must supersede that made by hand-loom, and have accordingly entered into an agreement with the Kobe Manufacturing Co. to acquire all the rights to the invention.

While experimenting with the 50 looms, some 10,000 rolls were made and shipped, and the reports on the later and better made shipments were all of a highly favorable and encouraging nature, the owners of the fabric and the great improvement on the old hand-loom matting, especially as regards the salvage or edge, being particularly praised and commented on. One great difficulty was to get the machines to run over the straw so as to produce a clean surface at the edges of the Matting; this difficulty was overcome some few months ago, and the looms can now, in the opinion of experts, turn out a perfect fabric.

As each power-loom can produce about 30 yards a day as against 6 yards produced by hand-loom, the saving in time is obvious, while the advantage of being able to rely on punctual delivery will be a great boon to dealers at home, who at present have to put up with much delay and loss of time in getting their goods.

The advantage is still more obvious to-day in view of the political unrest all over China, and the great probability of the present troubles in the North spreading to the South, in which case the matting industry in the districts around Canton is likely to suffer to such an extent that it may take years to recover, matting being entirely dependent upon the labour of the peasant class when not engaged in their ordinary farm work.

It is proposed to erect a Factory capable of running 450 looms, producing about 100,000 rolls per annum, on which it is estimated, at the prices recently obtained in the United States for the Matting sent there for sale, there would be a net profit of at least \$14 per roll, or say \$150,000. In course of time further experience and economies will undoubtedly improve upon these figures.

The promoters of this Company have, as before stated, experimented with 50 looms, and having acquired from the Kobe Manufacturing Company all the rights to the invention, will transfer the same to the new Company together with 50 looms and other machinery, stock-in-trade, goodwill, &c., for \$350,000 (Hongkong currency), which amount will be taken by the Kobe Manufacturing Company and the promoters in shares.

The Capital of the Company, as far as can be roughly estimated, will be laid out in the following manner:—
Land, Buildings and Machinery \$470,000
Working Capital 180,000
Kobe Manufacturing Company and Promoters for Rights, Goodwill and Machinery, including Engine and 50 Looms 350,000
(Taken in Shares)

Prospectus and forms of application for shares may be obtained from the Company's Bankers or at the office of the General Managers.
Hongkong, 31st July, 1900. [2114]

PORTLAND CEMENT

J. B. WHITE & BROS

SOLE AGENTS FOR CHINA, HOLLAND, WISE & CO.

Hongkong, 18th September, 1899. 1765

PUBLIC COMPANY.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 20th August, at 12 o'clock Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to 20th August, both days inclusive.

By Order of the Board of Directors.
THOS. I. ROSE,
Secretary.

Hongkong, 28th July, 1900. [2098]

PUBLIC COMPANIES

THE
HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on TUESDAY, the Twenty-seventh day of March, 1900, the following Resolutions were passed:—

1.—That in pursuance of the provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and continued on the 27th March and since duly registered, the sum of \$1,250,000 be withdrawn from the Reserve Fund and be carried as of the 2nd July next to the Credit of Capital Account, each Share being credited with a sum of \$25 as paid up thereon in addition to the sum of \$50 now standing to the credit of each Share.

2.—That the balance of \$25 per Share of the Unpaid Capital of the Company be called up, and that a Call be and is hereby made of \$25 per Share upon all the Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay accordingly.

And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said 2nd day of July, 1900, at the rate of \$12 per centum per annum, upon all Calls remaining unpaid after the 9th day of July, 1900, up to the actual dates of payment of the same.

By Order of the Board.
A. SHELTON HOOPER,
Secretary.

Hongkong, 28th March, 1900. [1916]

THE PUNJOM MINING COMPANY, LIMITED.

IN consequence of the necessity for heavy repairs to the Mill, and the temporary absence of Water power caused by the carrying away of the embankment of the Reservoir, very little crushing of ore has been done this year, and as the windings of gold have not been sufficient to pay current expenses, salaries, cost of repairs, cost of new Reservoir, and prospecting, the Directors find it necessary to make the final call of One Dollar per share, and accordingly:—

Notice is hereby given that at a MEETING of the Board of Directors of the Company, held at the Company's Office, No. 9, Praya Central, Victoria, Hongkong, on TUESDAY, the 28th June, 1900, the following Resolution was passed:—

That the final CALL of ONE DOLLAR per SHARE upon all the Holders of Ordinary Shares in the above Company in respect of all the Shares held by them in the above Company be and the same is hereby made. Such Calls to be paid to the Company at their Bankers, the HONGKONG AND SHANGHAI BANKING CORPORATION, at their Premises, Queen's Road Central, Victoria, Hongkong, on or before the 6th day of August, 1900.

And Notice is also given that in accordance with Article 24 of the Company's Articles of Association, Interest will be charged as from the said 6th day of August, 1900, at the rate of \$10 per centum per annum, upon all Calls remaining unpaid after the said 6th day of August, 1900, up to the actual dates of payment of the same.

Shareholders are particularly requested to note that upon presentation at the Office of the Company of the Bankers' receipt for payment of the Call together with the Certificate of the Shares in respect of which the Call has been paid, an endorsement to that effect will be made upon the certificate.

By Order of the Board of Directors.
W. H. GASKELL,
Secretary.

Hongkong, 6th July, 1900. [1924]

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTY-EIGHTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, BANK BUILDINGS, QUEEN'S ROAD CENTRAL, on TUESDAY, the 7th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 25th July to 7th August inclusive.

By Order of the Board of Directors.
T. ARNOLD,
Secretary.

Hongkong, 17th July, 1900. [1996]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 18th day of August, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1900.

By Order of the Court of Directors.
H. M. BEVIS,
Acting Chief Manager.

Hongkong, 26th July, 1900. [2080]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 4th August, to the 18th day of August (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors.
H. M. BEVIS,
Acting Chief Manager.

Hongkong, 26th July, 1900. [2081]

R. J. REMEDIOS.

FOREIGN AND COLONIAL STAMP DEALER.

No. 37, ELGIN STREET, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 per cent Discount Allowed [1636]

BANKS.

THE BANK OF CHINA & JAPAN LIMITED.

WORKING CAPITAL over £210,000
RESERVE LIABILITY OF SHAREHOLDERS fully £425,000
2635,000

HEAD OFFICE:
36, Nicholas Lane, London.
BRANCHES:
Hongkong, Shanghai, Singapore.
AGENCIES:
Yokohama, Kobe, Penang, Bombay, Calcutta, Madras, Colombo, Rangoon, Java, Lyons, and Paris.

BANKERS:
The Bank of England and the Capital and Counties Bank, Limited.
General Manager—F. C. BISHOP.

INTEREST ALLOWED.

On Current Accounts 2 per cent
Fixed Deposits 3 months 4
Do. 6 months 4
Do. 12 months 5

The Bank buys and sells and receives for collection Bills of Exchange on, and transacts general Banking business with, the above places.
Hongkong, 1st May, 1900. [2]

THE MERCHANTS BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000
SUBSCRIBED £1,125,000
PAID-UP £562,500
RESERVE FUND £30,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 1/2 per centum on the Daily balance. On Fixed Deposits:—
For 12 months 4 1/2
" 6 months 4
" 3 months 3 1/2

J. THURBURN,
Manager, Hongkong.
Hongkong, 24th March, 1900. [20]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 per cent per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
H. M. BEVIS,
Acting Chief Manager.

Hongkong, 26th March, 1900. [19]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$11,500,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS.

N. A. SIEBS, Esq.—Chairman.
R. SHEWAN, Esq.—Deputy Chairman.
E. Goss, Esq.
Hon. R. M. Gray
A. H. H. Gray
Hon. J. J. Kewick
D. Meyer Moss, Esq.
A. J. Raymond, Esq.
E. L. Richardson, Esq.
P. Sachs, Esq.
H. W. Slade, Esq.

CHIEF MANAGER:
Hongkong—SIR THOMAS JACKSON.

MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent per annum on the daily balance. On Fixed Deposits:
For 3 months 3 1/2 per cent per annum.
For 6 months 4 per cent per annum.
For 12 months 4 1/2 per cent per annum.

H. M. BEVIS,
Acting Chief Manager.

Hongkong, 1st June, 1900. [17]

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORIZED CAPITAL £1,000,000
PAID-UP CAPITAL £324,374

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS:
CHAN K. SHAN, Esq., D. GILLIES, Esq.,
CROW T. SHANG, Esq., J. T. LAUTS, Esq.,
Chief Manager.
GEO. W. F. PLAYFAIR.

Interest for 12 Months Fixed 5 1/2

Hongkong, 23rd March, 1899. [19]

BANK OF TAIWAN (FORMOSA), LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

AUTHORIZED CAPITAL Yen 5,000,000
PAID-UP CAPITAL 1,250,000

HEAD OFFICE—TAIPEI, FORMOSA.

JIUCHI SOYEDA, Esq., President.

Head Office Manager—TAKESHI DOKI, Esq.

BRANCHES AND AGENCIES:
Tokyo Osaka Yokohama Kobe
Nagasaki Kyoto Nagoya Tainan
Moji Hiroshima Hakodate Otaru
Hongkong Shanghai Amoy
Chemulpo Fusan

HEAD OFFICE—INTEREST ALLOWED.
On Current Account 4 1/2 per cent
On Fixed Deposits:—
For 3 months 5 1/2 per cent per annum
For 6 months 6 per cent
For 12 months 6 1/2 per cent

Credits granted on approved securities and every description of Banking and Exchange business transacted.

Drafts granted on the Chief Commercial places both in Japan and abroad.

Further particulars may be obtained on application.

TAKESHI DOKI,
Manager.

Taipei, 20th November, 1899. [230]

BANKS.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £225,000

INTEREST allowed on Current Account at the rate of 2 1/2 per centum on the Daily balance. On Fixed Deposits for 12 months 4 per cent.
" 6 months 3 1/2
" 3 months 3
T. E. SANSOM,
Acting Manager, Hongkong.
Hongkong, 23rd May, 1900. [21]

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNPAID 6,000,000
RESERVE FUND 8,000,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:
Tokyo Kobe Nagasaki
London Lyons New York
San Francisco Honolulu Bombay
Shanghai Tientsin Newchwang

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LIMITED.
THE UNION BANK OF LONDON, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent per annum on the daily balance. On fixed deposits for 12 months 5 1/2 per annum.
" 6 months 4 1/2
" 3 months 3 1/2

S. CHOH,
Hongkong Manager.
Hongkong, 17th April, 1900. [7

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT.
2, Zetland Street, Auctioneer, Appraiser
and Commission Agent.

HUGHES & HUGHES.
Auctioneers to the Government, and Share
and General Brokers, corner Ice House
Street and Praya Central.

GEO. P. LAMBERT.
Auctioneer, Valuer and Goods Broker,
Duddell Street.

V. I. REMEDIOS.
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.

BOARD AND LODGING

STAG HOTEL.
148 and 150, Queen's Road Central.
Comfortable and Cheap.

THE WESTERN HOTEL.
Excellent Accommodation, \$2.50 per day.
90 and 92, Queen's Road Central.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS

W. BREWER & CO.
Printers, Bookbinders and Account Book
Manufacturers, 23 and 25, Queen's Road
(under Hongkong Hotel).

BUILDERS

KANG ON.
Contractor, 30, D'Aguiar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.

Mechanics engaged, Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY.
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class Aerated
Waters, Dealers in Photographic
Requisites, Queen's Road.

WATKINS, L.D. APOTHECARIES' HALL, 60,
Queen's Road Central. Cigars, Aerated
Waters, Wines, Beers, Spirits, etc.

CURIO DEALERS

KUHN & KOMOR.
Fine Art, Japanese and Chinese Curios,
21 and 23, Queen's Road, Hongkong,
Shanghai, Kobe, Yokohama.

KWONG HING.
China Porcelain, Crockery Ware, 50a,
Queen's Road Central.

DENTISTS

WONG HOMI.
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG.
Surgeon Dentist, 24, Bank Buildings,
Opposite Hongkong Hotel.

DINING ROOMS.

THE COSMOPOLITAN HOUSE.
Breakfasts, Dinners, Wines, etc.,
with Meals, 34, Queen's Road.

DRAPEES

EBRAHIM ELIAS & CO.
Milliners, Silk Mercers, Haberdashers,
Low Prices, 37, 39, Wellington Street.

SEE WOO.
Tailor, Draper and Outfitter, 67 and 69,
Queen's Road.

FLOUR-MERCHANTS

SPERRY FLOUR COMPANY.
Merchant Millers, San Francisco.
Eastern Branch, Pudding Street,
WILLIAM WILEY, Manager.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

LI KWONG LOONG.
Cabinet-maker, Furniture Dealer, Art De-
corator and Dealer, 17, Queen's Road.

GROCERS

THE MUTUAL STORES.
Sole Agents Lipton, Ltd.,
8 and 10 D'Aguiar Street,
Provision and General Merchants.

H. TIE.
Wine and Spirit Merchants, Groceries,
Best Goods, Lowest Rates. Try Charles
Evaporated Cream, 16, D'Aguiar
Street.

JEWELLERS

KANG LEE & CO.
Jewellers, Gold and Silversmiths, Watch-
makers, Japanese Curios and Blackwood
Furniture. Opposite Post Office, 38,
Queen's Road Central.

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Iloilo.

SUN SHING, Established 1840.
Silks, Groceries, Crêpe-Shawls, Chinaware,
Ivory, etc., Gold and Silversmiths and
Engravers, 99, Queen's Road Central.

WAH LOONG.
Gold and Silversmith, Silk Dresses, Crêpe
Shawls, Ivory, Lacquerware, Fans,
Curios, Bristles, Human Hair, Fea-
thers, 88, Queen's Road Central.

THE LIGHT OF THE FUTURE
EASTERN ACETYLENE LIGHTING
COMPANY, Head Office, 62A, Queen's
Road Central. Fittings of every de-
scription for the ACETYLENE LIGHT at
lowest rates.

MERCANTILE AGENT

WOODS & CO.
Duddell Street, Agents for American and
European Export Houses.

HONGKONG
BUSINESS DIRECTORY.

PHOTOGRAPHERS

E. HING.
Enlarging, Developing, Printing, Mod-
erate Rates, 20a, Queen's Road East.

MEE CHEUNG.
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc., Devel-
opment Works, Amateurs' Requisites.

M. MUMEYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements. Work
done for Amateurs, 8a, Queen's Road, Cl.

YEE CHUN.
Marine and Portrait Painter, 50, Queen's
Road, Upstairs.

H. YERA.
Japanese Photographer, 14, Beaconsfield
Arcade, Queen's Road Cl., also Wanchai
Amateurs' Requisites a Specialty.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

RATTAN FURNITURE

WOO KEE LATE HANG CHEUNG SHING.
Rattan Chairs, Mattings, Bamboo Blinds,
etc., 73, Queen's Road Central.

KWONG TAI LOY.
Rattan Furniture, Bamboo, Blinds, Mat-
tings All Colours, 18, Praya Central.

SILK GOODS DEALERS

DHUNAMAL CHELLARAM.
Dealer in Indian, Chinese, and Japanese
Silk and Fancy Goods, also Art Works,
2, D'Aguiar Street.

THE GLOBE (TJUMULL PORUSING).
Indian, Chinese and Japanese Silk Goods,
Cashmere Shawls, Spanish Wines and
Manila Cigars, 12, D'Aguiar Street.

SINCERE & CO.
Silk Handkerchiefs, Shawls, Table Covers,
etc. Wholesale and Retail, 122, Queen's
Road Central and 123, Wellington St.

WASSIAMULL ASSOMULL.
Wholesale and Retail Importers and
Exporters, India, Chinese and Japanese
Silks, Cashmere Shawls and Ceylon
Lace, 46, Queen's Road, Cl.

SILK LACE MANUFACTURERS

FR. BLUNCK.
Exporter of Real Hand-made Terehon Lace
in Silk, Linen and Cotton, Grasscloth and
Silk Embroideries, Hand-made Silk
and Linen Lace, Curtains made to
order, 17, Queen's Road, Central.

STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

KWONG SANG & CO.
Shipchandlers, Sailmakers, Hardware,
Engineers Tools, Brass and Iron Mer-
chants, 63, Praya Central.

LANE, CRAWFORD & CO.
Tailors and Outfitters, Piano-forte Dealers,
Shipchandlers, Furniture Dealers and
Upholsterers, Wine and Spirit Mer-
chants.

MORE & SEIMUND.
Shipchandlers, Sailmakers, Riggers, Com-
mission Agents and General Store-
keepers, 17, Praya Central.

TAILORS

AH-MEN, HING-CHEONG & CO.
Tailors, Drapers and Outfitters, Queen's
Road Central, Old Club Site.
Branch: A-MAN, opposite City Hall.

R. HAUGHTON & CO.
Naval, Military and Court, 18, Queen's Road,
Opposite Kuhn's Curio Store.

HUNG YUEN.
Outfitters, Shirt Makers, Hatters, Hosi-
ers, 85, Queen's Road, Central.

LANE, CRAWFORD & CO.
Queen's Road.

TAK CHEONG.
Tailors, Gentlemen's Outfitters, Hatters,
Hosiery, and Drapers, Chinese Silk of
all kinds, 50, & 52, Queen's Rd. Central.

YEE SANG FAT & CO.
Outfitters, Fine Goods, Underwear, Shoes,
Hats, Silk Handkerchiefs, Opposite Post
Office, Queen's Road Central.

TOBACCONISTS

D. S. DADY BURJOR, "Los Filippios,"
Importer of the Best Manila Cigars, 25,
Pottinger Street.

KRUSE & CO.
Wholesale and Retail Havana and Manila
Cigars, Egyptian Cigarettes, Dealers in
Fancy Goods, Agents,
Consulate House, Queen's Road.

VICTORIA CIGAR DEPOT.
1 and 2, Leoying Street, East. AGENTS FOR
W. KENNEDY & CO., 27, Calle San
Jacinto, Manila; "Wine and Lady" and
"The Jockey" Cigars.

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AMERICAN SYSTEM

DENTISTRY
AT
No. 39, QUEEN'S ROAD CENTRAL.
CHADWICK KEW
(LATE OF POATE & NOBLE)
Hongkong, 15th September, 1899. [1736]

SIEN TING.
SURGEON DENTIST
No. 10, D'AGUIAR STREET

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 23rd September, 1891. [308]

THE NORTH GERMAN LLOYD
FIRE.

DETAILS FROM THE CANADIAN PAPERS.
The following account is given of the great
fire of June 30 in Hoboken Harbour in a New
York telegram of that date:—

The four great piers on the North German
Lloyd line, in Hoboken, were totally destroyed
by fire this afternoon. The large passenger
steamship *Saale*, the large freight and passenger
steamer *Bremen*, and the *Main*, a large pas-
senger and freight steamer, of the North Ger-
man Lloyd line, were burned to the water's
edge. The Hamburg-American line steamship
Phoenicia, a passenger steamer, was also burned
to the water's edge.

Campbell's storage warehouses, on the opposite
side of the street, five big buildings in all, and
each five stories high, are now blazing with in-
tense fury and they are doomed. The loss at the
present time is roughly estimated at \$10,000,000.
One of the Campbell warehouses alone was
valued at \$1,500,000.

The *Kaiser Wilhelm der Grosse*, which just
came in to-day, was saved, though badly scorch-
ed at the bow. The *Saale* and the *Phoenicia*
were towed down to the Jersey flats, blazing
furiously and were left to their destruction.
When the *Bremen*, *Phoenicia* and *Saale* were
in the stream, men were seen at the port-holes
waving their handkerchiefs for assistance, but
none was rendered them, as the heat from the
burning ships was so great that no vessel could
approach anywhere near them. When the fire
had got under such great headway that it was
seen the Hamburg-American line pier had to
go, it was blown up with dynamite.

From what can be learned to-night, the
flames started among a large pile of cotton bales
on pier 2, of the North German Lloyd Steam-
ship Company, and spread with such remarkable
rapidity that in 15 minutes the entire property
of the company, taking in over a third of a mile
of waterfront and consisting of three great
piers, was completely enveloped in a huge blaze
that sent great clouds of smoke high up in the
air. The flames started so suddenly and gained
such headway that the people on the piers or
the numerous vessels docked were unable to
reach the shore.

There were great gangs of workmen on the
piers, and these, together with a number of
people who were at the docks on business and
visiting the ships, scattered in all directions.
As all means of exit were cut off by the flames,
they were forced to jump overboard, and it is
believed a great number of people were drowned.

The fire was first discovered by the watchman
on the pier. At 4 o'clock he saw a small stream
of flame shoot from a bale of cotton on Pier
No. 2, at which was docked the steamer *Saale*.
He immediately sent in an alarm. In a few
minutes the flames had extended to the steam-
ship and were communicated to the adjoining
pier on the north. Here were docked the *Kaiser*
Wilhelm der Grosse and the *Main*. The
tugs were immediately made fast to the big
Kaiser, and she was got out into mid-stream
with safety, although badly scorched at the bow.
The steamship *Main*, however, was doomed, as
the flames had already become so fierce on the
north side of the pier that no tug could ap-
proach the vessel.

Then, by a shift in the wind, the flames were
sent in the direction of the Pier No. 1, which
was to the south end of Pier No. 2. To the
north of No. 1 was the dock of the Hamburg-
American line, at which the steamship *Phoenicia*,
a twin-screw passenger steamer, of 6,761
gross tons, was docked. The flames got a good
hold on the *Phoenicia* and she was towed out
into mid-stream alive.

The fire had by this time, become so fierce
that the officials of the Hamburg-American line
decided the only way to prevent a total destruc-
tion of their great pier was to blow up the side
of the dock by which the *Phoenicia* lay, and
this was done. A number of barges docked at
the pier also took fire, but in the effort to save
other property no attention was paid to them,
and they were allowed to burn. In less than
half an hour after the fire was discovered, the
river was dotted with burning craft and pre-
sented a grand spectacle.

It is feared that the loss of life in the holds
of these vessels was frightful, as it is said that
many of the crew who were asleep at the time
were imprisoned there. The worst tale will
come in the steamship *Main* which was unable
to be towed from the pier. This vessel had only
arrived in the morning, and some of the passen-
gers were still on board, and when the cry of
fire was raised a number of them were seen to
run to the burning decks. Most of them jumped
overboard, and save for the few who were heard
from, although every hotel and hospital in the
city of Hoboken is crowded with injured. Some
of the passengers of the *Main* tried to escape
to the pier, and it was almost certain that they
perished in the flames. There was a general
panic on each of the ships. They were clinging to
the piers and even to the rudders of the burn-
ing vessels. Some were picked up; many were
drowned.

The saving of the great *Kaiser Wilhelm der*
Grosse was attended with exciting incidents.
It seemed as if it would never be possible to
get her clear and the fire was spreading so
rapidly that it threatened at almost every mo-
ment to break out on the big ship. The great

DON'T SHOOT YOURSELF!

No doubt you often feel like it, but after just
a little deliberation decide you can't afford to do
it. But that thumping, aching, head-ache;
what can you do with it? Give it its quietus by
using Little's Oriental Balm. It acts like magic.
It kills pain at once. No waiting, no suffering,
no dosing with nauseous medicine. Mr. S. T.
Hoffman, Whitebury, Washington, says:—It is a
wonderful remedy. After suffering all day with
intense head-ache, one application of the Balm
stopped the pain in 5 minutes. Sold at Re. 1 per
bottle. Agents for Hongkong: THE VIC-
TORIA DISPENSARY, Ltd. 1898-4

lawyers, in the confusion, could not be handled
well, and axes were brought into use to chop
them, releasing the vessel. She was towed out
into mid-stream and then far up the river.
Her bows were slightly burned.

Five minutes after the fire broke out a wa-
man jumped from one of the ships in a vain
effort to reach the water. The flames drove
her from the ship, and she plunged heedlessly
in the direction in which it seemed that safety
lay. She leaped into a blazing lighter along-
side, and when an officer on board the ship, who
still stood by the doomed vessel, saw her and
realized what would be her fate, he plunged
down after her, hoping to drag her out of the
burning lighter into the water. He followed
her within a couple of seconds, and both went
down into the flames in the lighter and per-
ished.

The destruction of the docks was a heavy loss
on the steamship company, as it has only just
been finished and largely improved in capacity.
There are scores of men burned so badly that
but little hope is entertained for their recovery.
Hudson Street hospital has every patient that
it can possibly take in; also Bellevue hospital,
St. Vincent's hospital and many of the hospitals
further up town.

A telegram of the 1st ult., continues the
story—The fearful havoc to life and property
caused by the conflagration which broke out at
the docks of the North German Lloyd Company
in Hoboken last night, cannot be estimated
with any degree of certainty. The more con-
servative people who have had experience along
the docks, in shipping interests, are of the
opinion that not over two hundred lives were
lost. One of the officers of the steamships
Saale said to-day that there were fully two
hundred visitors on board that vessel when the
fire broke out, the majority of them being
women.

A boat was lowered from the *Bremen* shortly
after the alarm had been given, but the craft
capsized as it touched the water and all on
board were thrown into the water, and none of
them were saved by those remaining on the
vessel. This would indicate that the list of
dead may be larger than it was at first thought
to be.

The North German Lloyd Steamship Com-
pany estimates the loss of life by yesterday's
fire at 200. The company took the crew lists,
checked off those members who are in hospitals
or reported safe and believes the others to be
lost.

Among the dead are a number of officers.
The body of Capt. Mirow, of the *Saale*, has been
found burned so as to be unrecognizable.

Fortunately the number of visitors on the
pier and boats was unusually small, because no
steamer was due to sail except the *Saale*, and
she only for Boston, where she was to have
taken on a load of Christian Endeavourers bound
for the convention in London.

No passenger is known to have been lost on
any of the boats.

A number of Christian Endeavourers were
visiting the *Saale* drawn by the interest taken
in the boat because of her charter by the Chris-
tian Endeavourers; some of these visitors are
reported lost.

The German consul general to-day cabled to
Berlin placing the death list at 200. The
Phoenicia is entirely uninjured.

The warehouses of Palmer Campbell, which
were across the street from the North German
Lloyd line docks, suffered greatly and a number
of houses along the street were scorched badly.
The number of smaller buildings along the
water front, not directly under control of the
steamship company, cannot be learned to-night,
but it is said that there were a number of ex-
press offices for smaller companies, one of these
being reported as having lost over \$10,000 worth
of horses and wagons.

The loss on the steamship property and other
companies is estimated to be as follows:—
Steamer *Main*, of North German Lloyd Co.,
cost \$1,500,000 outside of the cargo, fittings and
stores. The loss is placed at \$1,200,000 for the
vessel, about \$400,000 for the fittings and stores
and cargo that were aboard of her.

The steamer *Bremen*, of North German Lloyd
Co., cost \$1,150,000, and her fittings and cargo
were valued at \$300,000. This cargo and stores
were entirely consumed and the loss to the vessel
proper will reach at least \$700,000. She is
beached off Weehawken to-night and still
smouldering, with apparently destroyed ma-
chinery.

The steamer *Saale*, which will have the most
horrible story of death to unfold when the divers
go down in her, cost the North German Lloyd
Co. \$1,250,000, and the fittings and cargo were
valued at \$300,000. The *Saale* is beached at
Ellis Island and still burning. The damage to
the vessel proper is placed at \$300,000. The
damage done the *Kaiser Wilhelm der Grosse* is
estimated at \$25,000.

The three docks of the North German Lloyd
Co.'s lines which were burned to the water's edge,
estimated to have cost \$400,000. The docks
were well filled with merchandise just received
from abroad and valued at \$350,000.

The Thingvalla pier, which was entirely con-
sumed, was valued at \$50,000 counting the
stores which were on it.

The Hamburg-American line dock, which was
just completed as an extension to their great
pier, and which was damaged in order to pre-
vent the spread of the flames, was injured to
the amount of \$15,000. This was the only loss
they sustained, as the steamer *Phoenicia*, con-
trary to reports, was not even scorched.

Warehouses, E. F. G. and H. of Palmer
Campbell were burned.

Mr. Campbell said to-night that he could not
give a definite estimate of his losses, but the
damage to buildings alone would be \$50,000 and
the contents \$1,350,000. Had the fire occurred
at any other time of the year, he said the loss
would have been much greater, as just at the
present time the imports are very light and the
houses were not well filled. This statement ac-
counts for the comparatively small loss on the

three piers of the North German line. One
lighter containing 5,000 bags of sugar was des-
troyed, the loss being \$37,000.
Eight barges and eleven canal boats were
either burned or sunk with their contents, total
valuations \$125,000.

The Hoboken Shore railway had a number of
cars burned and other property damaged; total
loss \$7,000. Minor losses on floating property
burned at the fire proper or set on fire by burn-
ing drift-wood will amount to about \$25,000.

THE
FIGHTING AT TIENTSIN.
WE HAVE A SMALL QUANTITY OF
PLANS OF TIENTSIN
FOR SALE.
PRICE ... 75 Cents each.

THE Plans show the latest extensions in the
Foreign Settlements at Tientsin, position
of the Public Buildings, &c.

Printed by Messrs. JOHN BARTHOLOMEW
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"DAILY PRESS" OFFICE.
Hongkong, 17th July, 1900. [190]

DAVID CORSAIR & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBERG & CO.,
Sole Agents.

THE NEW FRENCH REMEDY
THERAPION

This successful and highly popular remedy, as
employed in the Continental Hospitals by Bloor,
Roston, Jobert, Volpeau and others, combines all
the desiderata to be sought in a medicine of the
kind and surpasses everything hitherto employed.
THERAPION No. 1, in a few days only,
removes all discharges from the urinary organs,
effectually irremovable by any other means,
which does irremovable harm by laying the
foundation of stricture and other serious diseases.
In dysentery, piles, irritation of the lower bow-
els, cough, bronchitis, asthma, and some of the more
trying complaints of this kind, it will be found
unmistakably efficacious, affording prompt relief
where other well-tried remedies have been power-
less.

THERAPION No. 2, for impurity of the blood,
nervous, pimples, spots, blotches, pains and swell-
ings of the joints, secondary symptoms, disease
of the lungs, sore throat, and all diseases for
which it has been too much a fashion to employ
mercury, sarsaparilla, &c., to the destruction of
the sufferer's teeth and ruin of health. This pro-
cedure purifies the whole system through the
blood, and thoroughly eliminates every poisonous
matter from the body.

THERAPION No. 3, for nervous exhaustion
waste of vitality, and all the distressing conse-
quences arising from early error, excess, residence
in hot unhealthy climates, &c. It possesses sur-
prising power in restoring strength and vigour to
the debilitated.

THERAPION may be procured at 2/6 and 4/6
per package, of the principal Chemists and Mer-
chants throughout the world. In ordering, the
purchaser should state which of the three numbers
he requires, and observe that the word "Thera-
pion" appears on the Government Stamp (in
white letters on a red ground) affixed to every
genuine package, by order of Her Majesty's Hon.
Commissioners, and without which is a forgery.
Sold by A. S. WATSON & CO., LIMITED,
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Every Belt guaranteed
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no other belt is genuine
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Milkmaid
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Milk
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Lanoline
Natural Toilet Preparations.
Toilet "Lanoline" in collapsible tubes,
makes rough skins smooth, and protects delicate
complexions from wind and sun.
"Lanoline" Toilet Soap
Never irritates; cleanses and keeps the skin supple.
Wholesale Depot—67, HOLBORN VIADUCT, LONDON.

INTIMATIONS

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via PORTS OF CALL	COROMANDEL	Brit. str.	—	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 4th inst. at Noon.
LONDON via SUEZ CANAL	CALOMAS	Brit. str.	—	Bartlett	BUTTERFIELD & SWIRE	On 7th inst. at Noon.
LONDON via SUEZ CANAL	RHODES	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 21st inst.
LONDON via SUEZ CANAL	PROMETHEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 4th Sept.
LIVERPOOL DIRECT	SARFEDON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th inst.
BRISBANE, via PORTS OF CALL	KONIG ALBERT	Ger. str.	—	O. Coppers	MELCHERS & CO.	On 9th inst. at Noon.
MARSEILLES, &c. via PORTS OF CALL	ANNAM	Ger. str.	—	Poydenot	MESSAGERIES MARITIMES	On 13th inst. at 1 P.M.
MARSEILLES, &c. via SUEZ CANAL	WAKASA MARU	Jap. str.	—	J. B. Macmillan	NIPPON YUSEN KAISHA	On 10th inst. at Daylight.
MARSEILLES &c. via SUEZ CANAL	SARFEDON	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	On or about 14th inst.
MARSEILLES &c. via SUEZ CANAL	SARFEDON	Brit. str.	—	Behrens	CARLOWITZ & CO.	On 9th inst.
HAVRE & HAMBURG	SARFEDON	Brit. str.	—	v. Binzer	CARLOWITZ & CO.	On or about 12th Sept.
HAVRE & HAMBURG	SARFEDON	Brit. str.	—	Brann	CARLOWITZ & CO.	On or about 20th Sept.
HAVRE & HAMBURG	SARFEDON	Brit. str.	—	Lager	CARLOWITZ & CO.	On or about 30th Sept.
HAVRE & HAMBURG	SARFEDON	Brit. str.	—	Sachs	CARLOWITZ & CO.	On or about 12th Oct.
HAVRE & HAMBURG	SARFEDON	Brit. str.	—	Petersen	CARLOWITZ & CO.	On 8th inst.
NEW YORK via SUEZ CANAL	INDRAVELLI	Brit. str.	—	W. E. Craven	DODWELL & CO. LIMITED	On or about 20th inst.
NEW YORK via SUEZ CANAL	INDRAVELLI	Brit. str.	—	J. Pantou	JARDINE, MATHESON & CO.	On or about 24th inst.
NEW YORK via SUEZ CANAL	INDRAVELLI	Brit. str.	—	H. Pybus, R.N.R.	DODWELL & CO. LIMITED	On 7th inst.
VICTORIA, B.C. & TACOMA V. AMOY &c.	INDRAVELLI	Brit. str.	—	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 15th inst.
VICTORIA & VANCOUVER, B.C. via MOJI, &c.	INDRAVELLI	Brit. str.	—	J. Kennedy	DODWELL & CO. LIMITED	On 8th inst.
VANCOUVER, via SHANGHAI, &c.	INDRAVELLI	Brit. str.	—	—	PACIFIC MAIL S. S. CO.	To-morrow, at Noon.
PORTLAND, OREGON, &c.	INDRAVELLI	Brit. str.	—	—	O. & S. S. Co.	On 7th inst. at Noon.
SAN FRANCISCO via MOJI, &c.	INDRAVELLI	Brit. str.	—	—	TOYO KISEN KAISHA	On 16th inst. at Noon.
SAN FRANCISCO via SHANGHAI, &c.	INDRAVELLI	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	On 6th inst.
SAN FRANCISCO via SHANGHAI, &c.	INDRAVELLI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 9th inst. at 5 P.M.
SAN DIEGO, &c. via FOCHOOW, KOBE, &c.	INDRAVELLI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th inst. at 4 P.M.
AUSTRALIAN PORTS.	INDRAVELLI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst. at Noon.
AUSTRALIAN PORTS.	INDRAVELLI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 5th Sept. at Noon.
GERMAN COLONIAL & AUSTRALIAN PORTS	INDRAVELLI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On or about 4th inst.
YOKOHAMA, via NAGASAKI & KOBE	INDRAVELLI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th inst. at Noon.
YOKOHAMA & KOBE	INDRAVELLI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 3rd inst. at Daylight.
YOKOHAMA & KOBE	INDRAVELLI	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at Noon.
NAGASAKI & WLAIVOSTOCK	INDRAVELLI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On or about 3rd inst.
SHANGHAI	INDRAVELLI	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 11 A.M.
SWATOW, AMOY & FOCHOOW	INDRAVELLI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 5th inst. at Daylight.
SWATOW, AMOY & TAIWANFOO	INDRAVELLI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 8th inst. at Daylight.
MANILA	INDRAVELLI	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 5 P.M.
MANILA	INDRAVELLI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 3rd inst.
MANILA	INDRAVELLI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th inst. at 4 P.M.
JEBU & ILOILO	INDRAVELLI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst. at Noon.
SINGAPORE, PENANG & CALCUTTA	INDRAVELLI	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
SINGAPORE, SOUBABAYA & SAMARANG	INDRAVELLI	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 3 P.M.
					JARDINE, MATHESON & CO.	On 4th inst. at 2 P.M.

SHIPPING.

ARRIVALS.
 July 31, EMPRESS OF CHINA, British str., 3,003, R. Archibald, R.N.R., Vancouver, 9th July and Shanghai 23th, Mails and General.—C. P. B. Co.
 July 31, HURMES, Norwegian str., 849, Jonsson, Hongay 29th July, Coal.—JARDINE, MATHESON & CO.
 July 31, UNLANA, British transport, 3,333, J. Wilson, R.N.R., Calcutta 17th July.
 July 31, NOWHERA, British transport, 1,061, J. Stene, Bombay 15th July.
 July 31, HAICHING, British str., 1,267, T. P. Hall, Swatow 30th July, General.—DOUGLAS LARPAK & CO.
 July 31, WOODWOOD, British ship, 1,568, Thos. Coy, Manila 21st July, Ballast.—ORDER.
 July 31, PHRA C. C. KAO, British str., 1,150, E. MacLellan, Bangkok 23rd July, Rice and Wood.—BUTTERFIELD & SWIRE.
 July 31, SHANTUNG, British str., 1,835, A. W. Sales, Java 22nd July, Sugar.—BUTTERFIELD & SWIRE.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 31st July.
 Hermes, Norwegian str., for Canton.
 Germania, German str., for Kaifu.
 Apenrade, German str., for Kaifu.

DEPARTURES.

July 31, NARBUNG, British transport, for Bombay.
 July 31, PENTAKOTA, British transport, for Weihaiwei.
 July 31, MOHAWK, British cruiser, for Canton.
 July 31, VIREAWA, British transport, for Weihaiwei.
 July 31, DUKS OF PORTLAND, British transport, for Weihaiwei.
 July 31, UNLANA, British transport, for Weihaiwei.
 July 31, CHINA, Amr. str., for San Francisco.
 July 31, KANSU, British str., for Sumatran.
 July 31, FUSUN, British str., for Canton.
 July 31, CLARA, German str., for Heliow.
 July 31, GLENSHIRE, British str., for Calcutta.
 July 31, QUEEN ADELIADE, British str., for Manila.
 July 31, ACARA, British str., for New York.
 July 31, MAUSANG, British str., for Sandakan.
 July 31, CHEANG H. KIAN, Brit. str., for Amoy.

VESSELS IN DOCK.

ABERDEEN DOCK.—U.S.S. Monterey, Cheng-sha, Argus, Tschong, Phra Nang, Hanol, R.C. Peiho, Sachem, Monmouthshire.

SHIPPING REPORTS.

The British steamer Phra C. C. Kao, from Bangkok 23rd July, had variable winds and fine weather.
 The British steamer Haiching, from Swatow 30th July, had light variable winds and fine, clear weather and smooth sea. Steamers in Swatow—Canton, Chefoo, Peking and Siam.

VESSELS ON THE BERTH

FOR NAGASAKI AND WLAIVOSTOCK.

THE Steamship

"DAPHNE."
 Captain Nissen, will be despatched for the above ports TO-DAY, the 1st August, at Noon. This steamer has superior accommodation for First Class Passengers.
 For Freight or Passage, apply to STEMSSEN & CO.
 Hongkong, 27th July, 1900. [2100]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR."
 Captain J. G. Offent, will be despatched for the above ports TO-DAY, the 1st August, at 3 P.M.
 For Freight or Passage, apply to DAVID SASSOON, SONS & CO., Agents.
 Hongkong, 28th July, 1900. [2083]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
 "ESMERALDA."
 Captain G. T. Blaxland, will be despatched as above TO-DAY, the 1st August, at 5 P.M. This steamer has superior accommodation for Passengers and is fitted with the Electric Light.
 A doctor is carried.
 For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.
 Hongkong, 30th July, 1900. [2078]

VESSELS ON THE BERTH

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOOW.

THE Company's Steamship

"HAICHING."
 Captain Hall, will be despatched for the above ports TO-MORROW, the 2nd inst., at 11 A.M.
 For Freight or Passage, apply to DOUGLAS LARPAK & CO., General Managers.
 Hongkong, 1st August, 1900. [2113]

CHINA NAVIGATION COMPANY, LIMITED.

FOR CEBU AND ILOILO.

THE Company's Steamship

"KASHING."
 Captain Hopkins, will be despatched as above TO-MORROW, the 2nd August.
 For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
 Hongkong, 31st July, 1900. [2047]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG."
 Captain Moore, will be despatched as above on FRIDAY, the 3rd August.
 The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.
 A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
 For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
 Hongkong, 31st July, 1900. [2086]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"COROMANDEL."
 Captain F. W. Vibert, R.N.R., carrying Her Majesty's Mails, will be despatched from this Port for Bombay on SATURDAY, the 4th August, 1900, at NOON, taking passengers and cargo for the above ports.
 Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
 For further particulars, apply to A. M. MARSHALL, Acting Superintendent.
 Hongkong, 23rd July, 1900. [1]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SOUBABAYA AND SAMARANG.

THE Company's Steamship

"CHUNSIANG."
 Captain Buller, will be despatched as above on SATURDAY, the 4th August, at 2 P.M.
 For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.
 Hongkong, 27th July, 1900. [2088]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU."
 Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 5th August, at DAYLIGHT.
 For Freight or Passage, apply to THE MITSUI BUREAU KAISHA, Agents.
 Hongkong, 30th July, 1900. [15]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR SHANGHAI

CHUNSIANG

TO SAIL ON

REMARKS.

SHANGHAI

LONDON, &c.

YOKOHAMA VIA NA-

GASAKI AND KOBE

MARSEILLES AND

LONDON

For Further particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 18th July, 1900.

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

NORDDEUTSCHER LLOYD

(FREIGHT SERVICE).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
* SILESIA	HAVRE & HAMBURG	On 9th Aug. Freight and Passage.
Capt. Behrens	(London with transhipment in Hamburg)	Aug. 12th
* MAIBURG	HAVRE & HAMBURG	Sept. 1st
Capt. v. Binzer	(London with transhipment in Hamburg)	Sept. 1st
* SIBIRIA	HAVRE & HAMBURG	Sept. 20th
Capt. Brann	(London with transhipment in Hamburg)	Sept. 20th
* SAXONIA	HAVRE & HAMBURG	Sept. 30th
Capt. Jager	(London with transhipment in Hamburg)	Sept. 30th
* SERBIA	HAVRE & HAMBURG	Oct. 1st
Capt. Sachs	(London with transhipment in Hamburg)	Oct. 1st

* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO.,

AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 26th July, 1900. [13]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

FOR PORTLAND, OREGON, IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
VICTORIA	3,502	J. Pantou	Aug. 7	MON SHIRE	2,872	J. Kennedy	Aug. 4
QUEEN ADELIADE	2,832	F. McNeil	Aug. 18	BRAEMAR	3,691	W. Watt	Aug. 25
OLYMPIA	2,837	S. Trubridge	Sept. 1	ARCYLL	2,907	W. S. Thompson	Sept. 20
GLENSHIRE	3,750	W. Frakes	Sept. 11	MON SHIRE	2,872	J. Kennedy	Oct. 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 247.

Excellent accommodation. First class Table. DOCTOR and STEWARDESSE carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 241.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night.

TACOMA to NEW YORK in 44 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, or PORTLAND, 223.

The best route to the KLODYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DREA and SEACRUI.

HONGKONG TO YELLOWSTONE PARK and BACK, 265 10s. 0d.

This route covers the ocean voyage to TACOMA or PORTLAND and back. Railway from TACOMA or PORTLAND to CINCINNATI and return. Sleeping and Dining Car accommodation.

Tacoma or Portland to Livingston and return. Stage Coach transportation, Cinnabar to Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association Hotels.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 8th August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park.

The round trip can be made within three months.

Rates of Passage to other Points on application.

A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to

DODWELL & CO. LIMITED, General Agents.

Hongkong, 1st August, 1900. [10]

VESSELS ON THE BERTH

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU	KOBE and YOKOHAMA	FRIDAY, 3rd Aug. at DAYLIGHT.
J. S. Thompson		
WAKASA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 10th Aug. at DAYLIGHT.
J. B. Macmillan		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.

A. S. MIHARA,

Manager.

Hongkong, 23rd July, 1900.

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CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

"EMPRESS OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 8th Aug., 1900

"EMPRESS OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 29th Aug., 1900

"EMPRESS OF JAPAN" Comdr. G

VESSELS ON THE BERTH

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
*ALGOA (via Moji, Kobe, Thursday, Aug. 2, Yokohama & Honolulu) at Noon.
* For Cargo only.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Aug. 25, at Noon.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 18, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 13, at Noon.

THE Company's Steamship "ALGOA" will be despatched for SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on THURSDAY, the 2nd August, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4.10 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway; to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day and Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.
Hongkong, 1st August, 1900.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANPOO.

THE Company's Steamship

"ANPING MARU,"

Captain I. Sato, will be despatched for the above ports on WEDNESDAY, the 8th August, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUBI BISHA KAISHA, Agents.
Hongkong, 25th July, 1900. 1443

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROR. M. SLOMAN & Co., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ALBENGA,"

Capt. Peterson, will be despatched for the above port on WEDNESDAY, the 8th August.

For Freight, apply to CAELOWITZ & CO., Agents.
Hongkong, 1st August, 1900. 1617

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN, AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 13th August, 1900, at 1 P.M., the Company's Steamship "ANNAM" Captain Bordenot, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. Australia, which vessel takes on her Passengers and Mails, leaving that port on the 25th August direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 12th August. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.
Hongkong, 31st July, 1900.

VESSELS ON THE BERTH

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFSON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLISLE CITY" About 6th Aug. S.S. "STRATHGYLE" About 15th Sept.

THE Steamship "CARLISLE CITY" will be despatched for SHANGHAI, MOJI, KOBE, YOKOHAMA, SAN DIEGO and SAN FRANCISCO, on MONDAY, the 6th August.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, China and Japan. 14

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

DOUGLAS (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Aug. 7, at Noon.

COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Sept. 1, at Noon.

GABRIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Sept. 27, at Noon.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 7th August, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.
Hongkong, 14th July, 1900. 14

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"CALCHAS,"

Captain Bartlett, will be despatched for the above port on TUESDAY, the 7th August.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 30th June, 1900. 1865

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Tuxedo, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched for the above ports on THURSDAY, the 9th August, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available, for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.
Hongkong, 5th July, 1900. 1912

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT. (Taking Cargo at London rates.)

THE Company's Steamship

"SARPEDON" Captain Grier, will be despatched as above on FRIDAY, the 10th August.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 14th July, 1900. 1893

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched as above on WEDNESDAY, the 15th August, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon, is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 30th July, 1900. 2101

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA AND THE UNITED STATES.

THE C. P. R. Company's Steamship

"TARTAR," Commander H. PYBUS, R.N.R., 4,425 Tons Gross Register.

Will be despatched on or about Wednesday, 15th AUGUST, 1900.

For VICTORIA and VANCOUVER, B.C., via MOJI, KOBE and YOKOHAMA (and via Coast Ports and Shanghai if sufficient indentments offers).

The Vessel has excellent accommodation for Saloon Passengers.

Through Passage Tickets issued to all points. Through Bills of Lading issued to Pacific Coast, Canada and the United States.

For information as to rates of Freight and Passage, &c., apply to D. E. BROWN, General Agent.
Hongkong, 21st July, 1900. 1911

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHANGSHA,"

Captain Moore, will be despatched as above on WEDNESDAY, the 15th August, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 23rd July, 1900. 2048

CHINA NAVIGATION COMPANY, LIMITED.

FOR QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"

Captain Moore, will be despatched as above on WEDNESDAY, the 15th August, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 23rd July, 1900. 2048

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHANGSHA,"

Captain Moore, will be despatched as above on WEDNESDAY, the 15th August, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 23rd July, 1900. 2048

VESSELS ON THE BERTH

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Aug. 16, 1900, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 11, 1900, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at Noon.

THE Twin Screw Steamship

"NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on THURSDAY, the 16th August, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland-Rail routes, from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway; to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.
Hongkong, 23rd June, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"RHIPEUS,"

will be despatched as above on TUESDAY, the 21st August.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 14th July, 1900. 1863

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South America, in connection with the CHINA STRAIT NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan.
Hongkong, 4th August, 1900.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the COMPANY will be RESPONSIBLE for any Debts contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

CLIMAX, British bark, Burns, Sanden, & Co.

WILCOCK, British bark, Burns, Sanden, & Co.

R. C. EICHMANN, German ship, Otto, Am. & Co.

VALDE DE DOON, British bark, Petersen, & Co.

WILCOCK, British bark, Burns, Sanden, & Co.

NOTICES TO CONSIGNEES.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ALEXIA,"

Captain Knuth, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st August will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined by the 1st August, at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO., Agents.
Hongkong, 26th July, 1900. 2084

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"GLENESK" having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 3rd August will be subject to rent.

No Fire Insurance has been effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival after which no claims will be recognised.

McGREGOR BROS. & GOW, Agents.
Hongkong, 27th July, 1900. 2095

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"WEIMAR,"

OF THE NORDDEUTSCHER LLOYD, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

